

# South Jordan City

## Transportation Impact Fee Facilities Plan

### FINAL



## South Jordan, Utah

October 1, 2012

UT12-329

## **IMPACT FEE FACILITIES PLAN CERTIFICATION**

Hales Engineering certifies that the attached impact fee facilities plan:

1. includes only the costs of public facilities that are:
  - a. allowed under the Impact Fees Act; and
  - b. actually incurred; or
  - c. projected to be incurred or encumbered within six years after the day on which each impact fee is paid;
2. does not include:
  - a. costs of operation and maintenance of public facilities;
  - b. costs for qualifying public facilities that will raise the level of service for the facilities, through impact fees, above the level of service that is supported by existing residents;
  - c. an expense for overhead, unless the expense is calculated pursuant to a methodology that is consistent with generally accepted cost accounting practices and the methodological standards set forth by the federal Office of Management and Budget for federal grant reimbursement; and
3. complies in each and every relevant respect with the Impact Fees Act.

Hales Engineering makes the above certification with the following caveats:

1. Within the South Jordan City Proper service area, there are no new proposed improvements and therefore all costs are “buy-in” costs for existing roads.
2. Within the Daybreak service area, Costs for projects are not included in this study because they will be built by the developer and deeded to city per their agreements.
3. Hales Engineering did not make any cost estimates. Buy-in costs were prepared by LYRB.
4. All information provided to Hales Engineering is assumed to be correct, complete, and accurate. This includes information provided by South Jordan City as well as outside sources.

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## I. INTRODUCTION

The South Jordan Transportation Impact Fee Facilities Plan (IFFP) must identify the following (as per UC 11-36a-302):

- Demands placed upon the existing public facilities by new development activity; and
- The proposed means by which the local political subdivision will meet these demands.

This IFFP document prepared by Hales Engineering discusses all aspects of the IFFP with the exception of the discussion of financial costs associated with the buy-in, new road costs, and calculations for cost per unit of development.

The calculations for this IFFP consider two service areas: Daybreak (Both east and west of the future MVC), and all other remaining portions of South Jordan (South Jordan City Proper). Only city-owned roads (or roads jointly owned with adjacent municipalities) are considered in this IFFP. UDOT-owned roads are not considered.

Within this IFFP, all references to the current Master Transportation Plan refer to *South Jordan City Master Transportation Plan* (Hales Engineering, February 2011).

Only system improvements are considered in this IFFP which are defined as “collector” and “arterial” streets. “Local” streets are considered project improvements and are therefore not considered.

*No new road projects are needed within the South Jordan City Proper service area. Costs for the Daybreak service area projects are not included in this study because they will be built by the developer and deeded to the City per their agreements.*

## II. EXISTING FACILITIES

Hales Engineering compiled a database of all collector and arterial roads within South Jordan City. Each road was segmented to lengths with similar attributes (number of lanes) and traffic volumes. Generally, the segment breaks occurred at intersections with other collectors or arterials. The following data was compiled for each segment:

- Road name;
- Starting Point (cross street);
- Ending Point (cross street);
- Road classification (“minor collector,” “major collector,” “arterial,” or “connector” [Daybreak only]);
- Service area (Daybreak or South Jordan City Proper);
- Joint ownership (indicate another municipality if applicable such as Salt Lake County, Bluffdale, Riverton, etc.); and
- Existing (2012) capacity (based on the Master Transportation Plan roadway capacities [pg. 19]).

Roadway capacities were estimated as follows:

- 2-Lane Collectors/Connectors: 12,500 vehicles per day (vpd)
- 3-Lane Collectors/Connectors: 16,400 vpd
- 5-Lane Arterials: 34,500 vpd
- 7-Lane Arterials: 51,800 vpd

Existing facilities data for each road segment are shown in Appendix A.

### **III. EXISTING DEMAND AND LEVEL OF SERVICE**

Hales Engineering estimated the existing (2012) average weekday daily traffic (AWDT) for each road segment in the database. These AWDTs were obtained from 24-hour pneumatic tube counts between 2009 and 2012. The older counts were adjusted to 2012 levels based on control counts conducted in both 2009 and 2012.

Existing (2012) demand AWDTs for each road segment are shown in Appendix A. Appendix A also shows the existing available capacity for each road segment (Existing Capacity – Existing AWDT). As shown in Appendix A, with the exception of a few road segments with demand approaching capacity, most roads segments have excess capacity. No road segments currently have demand that exceeds capacity. The available capacity is used in the Impact Fee Analysis (IFA) to calculate the buy-in cost for new development trips using existing capacity.

For purposes of this IFFP, level of service (LOS) is defined using the ratio of demand to capacity based on thresholds established in the Master Transportation Plan. An LOS D or better is considered to be an acceptable LOS. LOS E indicates the demand is very close to capacity and is considered failing. LOS F indicates the demand exceeds capacity, and is also considered failing. Appendix A shows the LOS for each roadway segment. No road segments have demands that exceed capacity (LOS F). One road segment, Daybreak Parkway between 5600 West and the Mountain View Corridor, has LOS E conditions. The existing AWDT is estimated to be approximately 12,000 vpd while the existing capacity is estimated to be approximately 12,500 vpd.

## **IV. FUTURE (2020) CAPACITY**

The future 2020 capacity was calculated for each road segment based on the anticipated cross section in year 2020. Most road segments are not anticipated to be larger by year 2020. All increased capacity is due to new or widened roads within Daybreak.

For purposes of this IFFP, Hales Engineering assumed that all roads within Daybreak east of the Mountain View Corridor would be constructed to their full widths by year 2020. West of Mountain View Corridor, only South Jordan Parkway from 7200 West to the Mountain View Corridor was assumed to be constructed. Road segments within Daybreak assumed to be constructed or widened are as follows:

- New Roads:
  - Bingham Creek Road (MVC to Kestrel Rise Rd) – Two Lanes
  - 10200 South (Kestrel Rise Rd to 4800 West) – Two Lanes
  - South Jordan Parkway (7200 West to Lake Run Rd) – Five Lanes
  - Silver Mine Road (MVC to South Jordan Pkwy) – Two Lanes
  - Grandville Avenue (North end of existing park-and-ride lot to 10200 South) – Three Lanes
  - Lake Run Road (South Jordan Pkwy to Daybreak Pkwy) – Two Lanes
  - Kestrel Rise Road (Silver Mine Rd to Bingham Creek Rd) – Two Lanes
- Widened Roads:
  - South Jordan Parkway (Lake Run Rd to 4800 West) – Three Lanes to Five Lanes
  - Daybreak Parkway (5600 West to MVC) – Two Lanes to Five Lanes

All of these road segments are included in the 2040 WFRC travel demand model for year 2020 with the exception of Bingham Creek Road and 10200 South as listed above. However, these roads were included in the Master Transportation Plan for 2015.

Future 2020 capacities are also based on the Master Transportation Plan capacities as discussed previously.

*No new road projects are needed within the South Jordan City Proper service area. Road projects in the Daybreak service area will be built by the developer and deeded to the City per their agreements.*

## **V. FUTURE (2020) DEMAND AND LEVEL OF SERVICE**

Hales Engineering estimated the future (2020) AWDT for each road segment in the database using the Wasatch Front Region Council (WFRC) travel demand model. The Master Transportation Plan was based on Version 6 of the travel demand model. Version 7 is now available and currently used by transportation planners along the Wasatch Front, therefore Hales Engineering compared the version 7 outputs with the Version 6 outputs to make sure no significant discrepancies exist.

Future traffic was forecasted using the travel demand model managed by the two Metropolitan Planning Organizations (MPO) along the Wasatch Front including the Wasatch Front Region Council (WFRC) and the Mountainland Associations of Governments (MAG). The WFRC is responsible for the model in Salt Lake County.

The travel demand model is an integrated land-use and transportation model composed of several models including:

- Household classification model
- Auto ownership model
- Trip generation model
- Trip distribution model
- Time of day model
- Highway / transit skim builder
- Mode choice model
- Vehicle assignment model
- Transit assignment model
- Model output

The model is implemented within the CUBE/Voyager modeling software package, with the application written in TP+ scripting. The model includes 2,230 internal Transportation Analysis Zones (TAZs) and 20 external zones.

The model has been calibrated and validated to the base year 2007. The model generates outputs such as volumes, trip lengths, and mode shares, which are all calibrated according to FHWA standards.

Future analysis year models are created by including estimates of future socioeconomic data and transportation infrastructure improvements based upon the MPO's long-range plan. Socioeconomic forecasting involves both analytical models and local negotiation and review. Additional details regarding the travel demand model can be obtained from WFRC (*WFRC & MAG Transportation Model Documentation: 2007 Base Year Model, Version 7.0, May 2011*).

The model used for the South Jordan Master Transportation Plan was Version 6. In 2008/2009, as part of the master transportation planning process, the socio-economic data for traffic analysis zones within South Jordan were refined by the master transportation plan team based on future land use plans for the City at the time. Future volumes were adjusted by observing the difference between the base model (2007) and existing traffic volumes and applying that difference to the travel demand model's future volumes. This methodology refines the model outputs by accounting for base-year error. Because the model is a large, regional model (five counties), larger roads such as freeways and expressways tend to be the most accurately projected roadways.

Version 7 of the model is now in use by transportation planners and practitioners along the Wasatch Front. Each new version of the model includes refinements to future land use data, roadway networks, and updated algorithms to better forecast future travel demand. Because a newer model is currently in use, Hales Engineering compared model outputs of Version 6 with Version 7 to investigate whether significant changes in forecasted demand exist.

The Master Transportation Plan includes forecasted AWDTs for 2015 and 2025. Version 7 of the model includes 2020 AWDTs. Hales Engineering averaged the 2015 and 2025 AWDTs to estimate a 2020 AWDT and then compared it to the raw 2020 AWDTs from Version 7. The 2020 AWDT values for each segment shown in Appendix A are based primarily on the average of the 2015 and 2025 AWDT volumes from the Master Transportation Plan.

The following are exceptions where a different method was required to estimate future 2020 demand:

- Some existing 2012 AWDTs are higher than both the 2015 and 2025 projected AWDTs. In these cases, if there is not a logical reason for a decrease in traffic (such as a new parallel facility), the Version 7 data was consulted. Often, the Version 7 data for these types of situations showed no increase between 2010 and 2020. Therefore, the existing 2012 AWDT was assumed to remain unchanged to year 2020. This occurred on a portion of Shields Lane and Kestrel Rise Road.
- In similar cases with existing 2012 AWDTs higher than 2015 and 2025 AWDTs, the 2020 AWDT was estimated to be higher if the Version 7 AWDT was also higher. This also occurred on a segment of Shields Lane and portions of 4000 West.
- Some road segments were modeled in the 2025 Master Transportation Plan model but not in the 2015 model. In these cases, the Version 7 AWDTs were used. This was the case for some road segments within Daybreak such as South Jordan Parkway between 7200 West and the Mountain View Corridor and Grandville Avenue (5600 West) between Bingham Creek and 10200 South.
- Some segments showed decreases between the existing 2012 AWDTs and the future AWDTs in both the Master Transportation Plan models and the Version 7 model. However, when no logical reason exists for a decrease in traffic (or a larger decrease was estimated than actually occurred for the opening of a parallel facility such as 114<sup>th</sup> South), Hales Engineering assumed that the 2020 AWDT would remain constant from

the 2012 AWDT. This was the case for a segment of 2700 West, portions of 1300 West, and a segment of Jordan Gateway.

Appendix A shows the 2020 LOS for each roadway segment. All road segments had the same LOS or a poorer LOS in 2020 with the exception of Daybreak Parkway between 5600 West and the Mountain View Corridor. This road segment improved from LOS E to LOS B. Road segments with LOS E or F in 2020 include the following:

- Shields Lane between 1000 West and Jordan Gateway. This segment has a demand approaching the capacity of the current three-lane cross section (LOS E).
- Daybreak Parkway between Oquirrh Lake Road and Bangerter Highway. This segment has a demand close to the capacity of the existing five-lane cross section. Widening this segment is shown on the Master Transportation Plan as a future (2025) improvement, but was not assumed to be widened yet by year 2020.
- U-111 (7200 West). The demand in 2020 is anticipated to exceed the capacity of the two-lane cross section. However, the widening of this road is planned by the WFRC as a Phase II project (2020 to 2030), therefore it was not included as a five-lane road in this IFFP.
- 4000 West between 11800 South and 11400 South. This segment has an estimated 2020 demand slightly higher than the existing two-lane capacity. Widening this road to a three-lane cross section is not included in the current Master Transportation Plan but could be considered in future updates.
- 4000 West between 10400 South and 9800 South. This segment has demand approaching the current three-lane cross section (LOS E).
- River Front Parkway between 11400 South and 11150 South. This segment has an estimated 2020 demand slightly higher than the existing two-lane capacity. Widening this road to a three-lane cross section is not included in the current Master Transportation Plan but could be considered in future updates.

Appendix A shows the increase in AWDT for each road segment between 2012 and 2020 (2020 AWDT – Existing AWDT). Not all of the new trips can be attributed to new growth within South Jordan. Some of the increase in trips are regional “cut-through” trips. These are trips with no origin or destination within the City limits. Roadway costs (Buy-in or new roads) cannot be charged to new development to provide capacity for cut-through trips. Furthermore, because this IFFP accounts for two service areas (Daybreak and other South Jordan City Proper), it is necessary to differentiate between trips with an origin or destination within Daybreak, trips with origins and destinations within the other areas of South Jordan, and trips with an origin and destination in Daybreak and an origin or destination within the other portions of South Jordan. To accomplish these tasks, a script was run in Version 7 of the 2020 travel demand model which calculates the percent of trips on each road segment which are “cut-through” trips, “Daybreak only” trips, “South Jordan Proper” trips, and “Both Daybreak and South Jordan Proper” trips. Trips in both Daybreak and South Jordan Proper were divided equally into the Daybreak and South Jordan Proper service areas.

Appendix A shows the number of new trips by year 2020 broken down as “Ineligible (cut-through)” trips, “Daybreak” trips, and “South Jordan City Proper” trips.

By dividing these new trips in the two service areas by the existing and future capacities of the road segments, a proportion of the buy-in or new construction cost can be calculated for each road segment.

The new trips for each service area are impact fee eligible.

## **VI. COSTS/REVENUE SOURCES**

The City's objective is to fairly and equitably recover the costs of new growth-related infrastructure from new development. This implies that new growth will be expected to pay its fair share of the costs that will be incurred for improvements that serve new growth. In accordance with this philosophy, the following explains the pros and cons of the funding mechanisms that are available to the City to pay for new infrastructure.

### ***Property Tax Revenues or General Fund Revenues***

Ad valorem taxes such as property taxes are a stable source of revenue. However, ad valorem taxes allocate new system costs to new development based upon property valuation rather than true impact. In addition, the costs of new infrastructure would be borne by existing users who have already contributed to the existing infrastructure through their property taxes and other fees. This would place an unfair burden upon existing users who have already paid for existing infrastructure and will continue to subsidize growth.

Other general fund revenue sources include Class "C" road funds which are distributed based on both population and road miles. These funds, however, are generally used for operations and maintenance, rather than for capital construction costs.

Sales tax revenues can be used for road costs and are distributed to cities based on both population and point of sale. They are often used to backstop a variety of bonds, and cities need to carefully evaluate how they commit these funds.

### ***User Fees***

Like property tax and General Fund revenues, user fees require existing users to subsidize new growth since existing users have already contributed to infrastructure.

### ***Special Assessment Bonds***

Special Assessment Area (SAA) bonds are an acceptable mechanism to recover the costs of growth-related infrastructure from new users by means of placing an assessment upon a property user's land. SAA bonds are a stable funding mechanism but have some limitations. One limitation is that assessments are typically based upon lot size rather than by a measure of the true impact that a user will have. Special Assessment Areas generally work best in specific geographic areas, and would be difficult to establish and administer when parcels are spread throughout a City.

### ***Impact Fees***

Impact fees have become an ideal mechanism for funding growth-related infrastructure. Analysis is required to accurately assess the true impact of a particular user upon the City infrastructure and to prevent existing users from subsidizing new growth.

It is the opinion of this analysis that given the historic methods of funding existing infrastructure and the intent of the City to equitably allocate the costs of growth-related infrastructure in accordance with the true impact that a user will place upon the transportation system, impact fees can be used to fund applicable growth-related infrastructure planned by the City.

*No new road projects are needed within the South Jordan City Proper service area. Costs for the Daybreak service area projects are not included in this study because they will be built by the developer and deeded to the City per their agreements.*

# **APPENDIX A**

## Road Segment Database

Road Name	From	To	SJ Classification	Service Area	Joint Ownership	Existing (2012) Capacity	Future (2020) Capacity	2012 AWDT	2020 AWDT	2012 LOS	2020 LOS	2012 Available Capacity
9800 South / Shields Lane	4000 W	3800 W	Minor Collector	SJ		12500	12500	6000	7000	B	C	6500
9800 South / Shields Lane	3800 W	Bangerter	Minor Collector	SJ		16400	16400	11000	13000	C	D	5400
9800 South / Shields Lane	Bangerter	3200 W	Minor Collector	SJ		16400	16400	6000	7500	B	B	10400
9800 South / Shields Lane	3200 W	2700 W	Minor Collector	SJ		16400	16400	8000	8000	B	B	8400
9800 South / Shields Lane	2700 W	2200 W	Minor Collector	SJ		16400	16400	9000	9000	C	C	7400
9800 South / Shields Lane	2200 W	1700 W	Minor Collector	SJ		16400	16400	8000	8000	B	B	8400
9800 South / Shields Lane	1700 W	1300 W	Minor Collector	SJ		16400	16400	8000	10000	B	C	8400
9800 South / Shields Lane	1300 W	1000 W	Minor Collector	SJ		16400	16400	8000	12000	B	C	8400
9800 South / Shields Lane	1000 W	Jordan Gateway	Minor Collector	SJ		16400	16400	9000	14000	C	E	7400
9800 South / Shields Lane	Jordan Gateway	City Limit	Minor Collector	SJ		34500	34500	19000	20000	C	C	15500
10200 South	7200 West	MVC	Arterial	DB	West Jordan	12500	12500	2000	7000	A	C	10500
Bingham Creek Rd (10200S)	MVC	5600 W	Connector	DB		0	12500	0	6000	B	B	0
Bingham Creek Rd (10200S)	5600 W	Kestrel Rise Rd	Connector	DB		0	12500	0	6000	B	B	0
10200 South	Kestrel Rise Rd	4800 W	Connector	DB		0	12500	0	8500	C	C	0
10200 South	4800 W	4000 W	Minor Collector	DB/SJ		16400	16400	3000	9000	A	C	13400
SJ Pkwy	7200 West	6600 W	Arterial	DB		0	34500	0	10000	A	A	0
SJ Pkwy	6600 W	MVC	Arterial	DB		0	34500	0	12000	B	B	0
SJ Pkwy	MVC	5600 W	Arterial	DB		0	34500	0	20500	C	C	0
SJ Pkwy	5600 W	Lake Run Rd	Arterial	DB		0	34500	0	13000	B	B	0
SJ Pkwy	Lake Run Rd	Kestrel Rise Rd	Arterial	DB		16400	34500	1000	9500	A	A	15400
SJ Pkwy	Kestrel Rise Rd	4800 W / Silver Mine Rd	Arterial	DB		16400	34500	1000	9500	A	A	15400
SJ Pkwy / 10400 South	4800 W / Silver Mine Rd	Oquirrh Lake	Arterial	DB		34500	34500	1000	10000	A	A	33500
SJ Pkwy / 10400 South	Oquirrh Lake	Walnut Canyon	Arterial	DB		34500	34500	4000	15000	A	B	30500
SJ Pkwy / 10400 South	Walnut Canyon	4000 W	Arterial	SJ		34500	34500	7000	15000	A	B	27500
SJ Pkwy / 10400 South	4000 W	Bangerter	Arterial	SJ		34500	34500	14000	23500	B	C	20500
Silver Mine Rd	MVC	Grandville Ave	Connector	DB		0	12500	0	4000	B	B	0
Silver Mine Rd	Grandville Ave	Lake Run Rd	Connector	DB		0	12500	0	2000	A	A	0
Silver Mine Rd	Lake Run Rd	Kestrel Rise Rd	Connector	DB		0	12500	0	1500	A	A	0
Silver Mine Rd	Kestrel Rise Rd	SJ Pkwy	Connector	DB		0	12500	0	2000	A	A	0
Silver Mine Rd (4800 W)	SJ Pkwy	10200 S	Connector	DB		12500	12500	0	5500	A	B	12500
11800 South	7200 West	6600 W	Arterial	DB	SL County	12500	12500	2000	8500	A	C	10500
11800 South	6600 W	6000 W	Arterial	DB	Bluffdale	12500	12500	6000	8500	B	C	6500
11800 South	6000 W	5600 W	Arterial	SJ	Bluffdale	34500	34500	8000	8000	A	A	26500
11800 South	Vadania	Grandville Ave	Connector	DB	Bluffdale	16400	16400	6000	8000	B	B	10400
11800 South	Grandville Ave	Kestrel Rise Rd	Connector	DB	Bluffdale	16400	16400	11000	12000	C	C	5400
11800 South	Kestrel Rise Rd	4000 W	Minor Collector	SJ	Riverton	16400	16400	12000	12000	C	C	4400
11800 South	4000 W	Bangerter	Minor Collector	SJ	Riverton	16400	16400	9000	9000	C	C	7400
11800 South	Bangerter	3600 W	Minor Collector	SJ	Riverton	34500	34500	9000	9000	A	A	25500
11800 South	3600 W	3200 W	Minor Collector	SJ	Riverton	12500	12500	8000	8500	C	C	4500
11800 South	3200 W	2700 W	Minor Collector	SJ	Riverton	12500	12500	7000	7500	C	C	5500
11800 South	2700 W	1700 W	Minor Collector	SJ	Riverton	16400	16400	7000	7000	B	B	9400
Daybreak Pkwy	5600 W	MVC	Arterial	DB		12500	34500	12000	14500	E	B	500
Daybreak Pkwy	MVC	Grandville Ave	Arterial	DB		34500	34500	12000	15500	B	B	22500
Daybreak Pkwy	Grandville Ave	Lake Run Rd	Arterial	DB		34500	34500	12000	15000	B	B	22500
Daybreak Pkwy	Lake Run Rd	Kestrel Rise Rd	Arterial	DB		34500	34500	12000	15000	B	B	22500
Daybreak Pkwy	Kestrel Rise Rd	Oquirrh Lake	Arterial	DB		34500	34500	12000	22000	B	C	22500
Daybreak Pkwy	Oquirrh Lake	4000 W	Arterial	DB		34500	34500	18000	34000	C	E	16500
11400 South	4000 W	Bangerter	Arterial	SJ		34500	34500	19000	39500	C	F	15500
7200 West	11400 S	11400 S	Arterial	DB	SL County	12500	12500	8000	30500	C	F	4500
7200 West	11400 S	SJ Pkwy	Arterial	DB	SL County	12500	12500	8000	28000	C	F	4500
7200 West	SJ Pkwy	10200 S	Arterial	DB	SL County	12500	12500	8000	28000	C	F	4500
Grandville Ave	11800 S	DB Pkwy	Connector	DB		16400	16400	2000	4000	A	A	14400
Grandville Ave	DB Pkwy	N End of PNR	Connector	DB		16400	16400	2000	2500	A	A	14400
Grandville Ave	N End of PNR	11400 S/Silver Mine Rd	Connector	DB		0	16400	0	2500	A	A	0
Grandville Ave	11400 S/Silver Mine Rd	SJ Pkwy	Connector	DB		0	16400	0	1500	A	A	0
Grandville Ave (5600 W)	SJ Pkwy	Bingham Creek (10200 S)	Connector	DB		0	16400	0	6500	B	B	0
Grandville Ave (5600 W)	Bingham Creek (10200 S)	10200 S	Connector	DB		0	16400	0	6000	B	B	0
Lake Run Rd	SJ Pkwy	Silver Mine Rd	Connector	DB		0	12500	0	6000	B	B	0
Lake Run Rd	DB Pkwy	Silver Mine Rd	Connector	DB		0	12500	0	4000	B	B	0
Kestrel Rise Rd	11800 S	DB Pkwy	Connector	DB		12500	12500	2000	2000	A	A	10500
Kestrel Rise Rd	DB Pkwy	Silver Mine Rd	Connector	DB		12500	12500	1000	7500	A	C	11500
Kestrel Rise Rd	Silver Mine Rd	SJ Pkwy	Connector	DB		0	12500	0	4500	B	B	0
Kestrel Rise Rd	SJ Pkwy	Bingham Creek (10200 S)	Connector	DB		0	12500	0	2500	A	A	0
Oquirrh Lake Rd	DB Pkwy	SJ Pkwy	Connector	DB		12500	12500	4000	8500	B	C	8500
4000 West	11800 S	11400 S	Major Collector	SJ		12500	12500	10000	13000	D	F	2500
4000 West	11400 S	10400 S	Major Collector	SJ		16400	16400	7000	8000	B	B	9400
4000 West	10400 S	10200 S	Major Collector	SJ		16400	16400	12000	14000	C	E	4400
4000 West	10200 S	9800 S	Major Collector	SJ		16400	16400	11000	15000	C	E	5400
4000 West	9800 S	City Limit	Major Collector	SJ		16400	16400	12000	13000	C	D	4400
River Heights Drive	11400 S	10400 S	Major Collector	SJ		16400	16400	3000	6000	A	B	13400
3600 West	11800 S	11400 S	Minor Collector	SJ		16400	16400	4000	4500	A	A	12400
3200 West	11800 S	11400 S	Minor Collector	SJ		16400	16400	1000	1000	A	A	15400
3200 West	11400 S	10800 S	Minor Collector	SJ		16400	16400	3000	3500	A	A	13400
3200 West	10800 S	10400 S	Minor Collector	SJ		12500	12500	3000	3500	A	A	9500
3200 West	10400 S	9800 S	Minor Collector	SJ		12500	12500	3000	3500	A	A	9500
3200 West	9800 S	City Limit	Minor Collector	SJ		16400	16400	5000	6500	B	B	11400
2700 West	City Limit	11400 S	Minor Collector	SJ		12500	12500	10000	10500	D	D	2500
2700 West	11400 S	10400 S	Minor Collector	SJ		12500	12500	10000	10000	D	D	2500
2700 West	10400 S	9800 S	Minor Collector	SJ		16400	16400	8000	9500	B	C	8400
2700 West	9800 S	City Limit	Minor Collector	SJ		16400	16400	9000	10500	C	C	7400
2200 West	11400 S	10400 S	Minor Collector	SJ		12500	12500	4000	6000	B	B	8500
2200 West	10400 S	9800 S	Minor Collector	SJ		12500	12500	6000	7500	B	C	6500
2200 West	9800 S	City Limit	Minor Collector	SJ		12500	12500	4000	6500	B	C	8500
1300 West	11800 S	11400 S	Major Collector	SJ		16400	16400	12000	12000	C	C	4400
1300 West	11400 S	10400 S	Major Collector	SJ		16400	16400	8000	8000	B	B	8400
1300 West	10400 S	9800 S	Major Collector	SJ		16400	16400	10000	10000	C	C	6400
1300 West	9800 S	City Limit	Major Collector	SJ		16400	16400	10000	10000	C	C	6400
1000 West	10400 S	9800 S	Minor Collector	SJ		12500	12500	2000	2500	A	A	10500
River Front Pkwy	11400 S	Midas Pond Rd	Major Collector	SJ		12500	12500	7000	13500	C	F	5500
River Front Pkwy	Midas Pond Rd	10600 S	Major Collector	SJ		34500	34500	12000	17000	B	B	22500
Jordan Gateway	11400 S	10600 S	Arterial	SJ		34500	34500	17000	17000	B	B	17500
Jordan Gateway	10600 S	10000 S	Arterial	SJ		34500	34500	18000	22000	C	C	16500
Jordan Gateway	10000 S	City Limit	Arterial	SJ		34500	34500	12000	16000	B	B	22500

Road Name	2012 to 2020 ADT Increase	Impact Fee Ineligible (cut-through trips)	Increased SJ Trips	Increased DB Trips
9800 South / Shields Lane	1000	120	653	227
9800 South / Shields Lane	2000	140	1583	277
9800 South / Shields Lane	1500	173	1165	162
9800 South / Shields Lane	0	0	0	0
9800 South / Shields Lane	0	0	0	0
9800 South / Shields Lane	0	0	0	0
9800 South / Shields Lane	2000	560	1347	93
9800 South / Shields Lane	4000	1360	2484	156
9800 South / Shields Lane	5000	1500	3352	148
9800 South / Shields Lane	1000	490	490	20
10200 South	5000	1975	172	2853
Bingham Creek Rd (10200S)	6000	600	540	4860
Bingham Creek Rd (10200S)	6000	600	540	4860
10200 South	8500	850	765	6885
10200 South	6000	690	1134	4176
SJ Pkwy	10000	3900	1126	4974
SJ Pkwy	12000	4200	1262	6538
SJ Pkwy	20500	820	1754	17926
SJ Pkwy	13000	520	2269	10211
SJ Pkwy	8500	425	1880	6195
SJ Pkwy	8500	340	1936	6224
SJ Pkwy / 10400 South	9000	360	2160	6480
SJ Pkwy / 10400 South	11000	440	2618	7942
SJ Pkwy / 10400 South	8000	240	1987	5773
SJ Pkwy / 10400 South	9500	285	3973	5242
Silver Mine Rd	4000	80	98	3822
Silver Mine Rd	2000	20	183	1797
Silver Mine Rd	1500	30	162	1308
Silver Mine Rd	2000	110	216	1674
Silver Mine Rd (4800 W)	5500	495	484	4521
11800 South	6500	3803	627	2070
11800 South	2500	1275	271	954
11800 South	0	0	0	0
11800 South	2000	700	343	957
11800 South	1000	395	194	411
11800 South	0	0	0	0
11800 South	0	0	0	0
11800 South	0	0	0	0
11800 South	500	203	164	134
11800 South	500	240	170	90
11800 South	0	0	0	0
Daybreak Pkwy	2500	1025	219	1256
Daybreak Pkwy	3500	753	623	2125
Daybreak Pkwy	3000	690	618	1692
Daybreak Pkwy	3000	480	551	1969
Daybreak Pkwy	10000	1000	1825	7175
Daybreak Pkwy	16000	2400	3467	10133
11400 South	20500	4510	4949	11041
7200 West	22500	16763	331	5406
7200 West	20000	13500	295	6205
7200 West	20000	14400	200	5400
Grandville Ave	2000	0	165	1835
Grandville Ave	500	0	41	459
Grandville Ave	2500	0	185	2315
Grandville Ave	1500	0	98	1402
Grandville Ave (5600 W)	6500	0	591	5909
Grandville Ave (5600 W)	6000	2820	720	2460
Lake Run Rd	6000	0	850	5150
Lake Run Rd	4000	0	296	3704
Kestrel Rise Rd	0	0	0	0
Kestrel Rise Rd	6500	130	590	5780
Kestrel Rise Rd	4500	0	333	4167
Kestrel Rise Rd	2500	0	206	2294
Oquirrh Lake Rd	4500	270	645	3585
4000 West	3000	2130	690	180
4000 West	1000	60	771	169
4000 West	2000	200	1386	414
4000 West	4000	360	2504	1136
4000 West	1000	150	678	172
River Heights Drive	3000	0	2500	500
3600 West	500	243	209	48
3200 West	0	0	0	0
3200 West	500	125	347	28
3200 West	500	83	418	0
3200 West	500	60	433	7
3200 West	1500	450	845	205
2700 West	500	285	174	41
2700 West	0	0	0	0
2700 West	1500	540	882	78
2700 West	1500	480	976	44
2200 West	2000	0	2000	0
2200 West	1500	0	1345	155
2200 West	2500	975	1450	75
1300 West	0	0	0	0
1300 West	0	0	0	0
1300 West	0	0	0	0
1300 West	0	0	0	0
1000 West	500	0	500	0
River Front Pkwy	6500	1885	4543	72
River Front Pkwy	5000	1675	3262	63
Jordan Gateway	0	0	0	0
Jordan Gateway	4000	680	3182	138
Jordan Gateway	4000	2640	1280	80